

SECTOR 2

COAST OF EGYPT

Plan.—This sector describes the coast of Egypt from Marsa er Ramla, near its W border, to Tall Rafah, at the Israeli border. The ports of Al Iskandariyah and Bur Sa'id, the N entrance of the Suez Canal, lie on opposite sides of the Nile Delta and are included within this sector. The descriptive sequence is from W to E.

General Remarks

2.1 Regulations.—All vessels in the Mediterranean Sea navigating to and from Egyptian ports should keep 12 miles clear of the Egyptian coast during daytime and 24 miles clear at night. Vessels permitted by Egyptian authorities to navigate between Egyptian ports should proceed inside the coastal passage routes which are described in effective Notices to Mariners and depicted on the charts.

Requirements for vessels entering Egyptian ports are as follows:

1. Inform the Egyptian authorities through their agents at least 48 hours before arrival for permission to enter and confirm their ETA, including course and speed, at least 24 hours before arrival.
2. Contact the port authorities by radio when within 24 miles of the coast in order to receive entering instructions.
3. Follow the instructions of the Suez Canal Authority when approaching the Suez Canal.
4. Keep clear of all prohibited and danger areas declared by the Egyptian authorities. These areas may extend up to 25 miles from the coast and vessels bound for Egyptian ports are advised to obtain the latest information from their agents.

A Recommended Track (Route), which can best be seen on the chart, lies between Al Iskandariyah and the approach area off Bur Sa'id; this track lies outside the danger and prohibited areas situated W of Bur Sa'id.

Vessels proceeding to Egyptian ports should do so by way of the Approach Sectors which are situated off the ports and may best be seen on the charts. Designated Anchorage/Waiting Areas lie off the ports and also may best be seen on the charts.

Khalij as Sallum (Gulf of Sollum) (31°35'N., 25°20'E.)

2.2 Khalij as Sallum is entered between Ras al Muraysah (Ras el Mreisa) and Ras Hulaymah, 48 miles ESE. The W shore of the gulf is high, cliffy, and bold. The S shore is low and sandy with occasional rocky points. The NE edge of Hajjaj el Aqaba, the Great Libyan plateau, ends near the Bay of Sallum at the head of this gulf.

Bay of Sallum (31°33'N., 25°10'E.) (World Port Index No. 45190) lies at the head of the gulf. As Sallum, a small village, is situated on the W shore of this bay. Beacon Point, the N entrance point of the bay, is surmounted by a beacon and fronted by a shoal on its S side. A small plateau, 29m high, stands within the NE side of the point. A prominent cone-shaped pagoda, 6m high, stands close W of the beacon on the

high ground of the point. Fort Sallum, a conspicuous white fort with a barracks situated close N, stands 1.2 miles W of Beacon Point. These buildings are especially conspicuous when approaching from the E.

Observatory Point, located 1 mile SW of Beacon Point, is the S end of a plateau, 23m high, on which stands several buildings. A small pier, with depths of 4 to 6m alongside, extends SW from this point but is only suitable for small vessels. A distilling plant is situated near the root of the pier.

A light, with a racon, marks the head of the pier.

Two small houses stand near the coast, 1.7 miles SSW of Beacon Point and are prominent from seaward. Yorke Patches, a group of several rocks, lies about 0.3 mile S of Observatory Point and has a least depth of 5.5m. A mooring buoy lies close ESE of Observatory Point.

Small vessels may obtain good anchorage in a depth of 8m, sand and weed, about 200m SSE of the pier. Vessels may also anchor as convenient in depths of 11 to 16m, sand and weed, about 0.5 mile NE of the pier. An outer designated Anchoring/Waiting Area is best seen on the chart.

Caution.—Bay of Sallum (As Sallum) was closed to navigation by the Egyptian authorities in 1974 and will not reopen until further notice.

Khalij al Sallum to Al Iskandariyah

2.3 Ras Hulaymah (31°38'N., 25°55'E.), the E entrance point of Khalij as Sallum, is located 38 miles E of Bay of Sallum. A main light is shown from this point. It is reported that a racon is situated at the light.

Between Ras Hulaymah and Ras Alam ar Rum, 76 miles ESE, the coast is low, rocky, and backed by small sandhills. The land in the vicinity of Ras Hulaymah gradually rises from the coast. A conspicuous beacon is situated inland, 0.5 mile E of the light. Sidi Barrani, a village, is situated close SE of the light and a conspicuous coast guard station stands in its vicinity. A cove, which is only 37m wide, fronts this village and affords shelter from N swells to small craft with local knowledge. Anchorage, entirely exposed, can be taken off Sidi Barrani in a depth of 16m about 0.2 mile N of the cove.

Ras Abu Lahw (31°27'N., 26°59'E.) is a moderately high and cliffy point from which a range of hills, 183m high, extends 8 miles S. Gezirat Ishaila, an islet, lies about 1.9 miles offshore, 18 miles WNW of this point. It is 18m high, surrounded by rocks, and prominent.

Marsa Umm ar Rakhm, a bay, lies 7 miles SE of Ras Abu Lahw and affords shelter from N and W winds inside a broken line of reefs which extend 4 miles E from its W entrance point. Part of these reefs, lying 1.5 miles E of the point, are above-water. Anchorage, with local knowledge, can be obtained in depths of 14 to 18m, sand, about 0.4 mile SE of the highest part of the reefs, but it is dangerous to approach without sending a boat to sound ahead.

Caution.—Between Ras Hulaymah and Ras Abu Lahw, numerous reefs, shoals, and rocks lie up to 4 miles offshore in places.

2.4 Mersa Matruh (31°21'N., 27°14'E.) (World Port Index No. 45180), an inlet, is entered between Point Labeit and Matruh Point, 0.8 mile E. It is almost completely sheltered from seaward by reefs and rocks which extend from the entrance points. The town of Matruh stands along the S shore of the inlet, which consists of a range of sandhills, 6 to 9m high, with scrub and several palm trees. The W shore of the inlet, with the exception of the rocky entrance point, is sandy and subject to flooding.

An outer designated Anchoring/Waiting Area is best seen on the chart.

The harbor, situated at the E end of the inlet, is sheltered from the N by a rocky spit and from the W by a rubble breakwater. The E shore of the harbor is flat, sandy, and also subject to flooding.

Prominent landmarks include the Lido Hotel, a red building, standing 0.6 mile S of Point Labeit; a water tower standing 1.7 miles SW of Point Labeit; the minaret, 35m high, standing close SE of the Lido Hotel; a bank building standing 0.6 mile S of Matruh Point; four radio masts standing 2.5 miles S of the bank building; a television mast standing 1 mile ESE of Matruh Point; and the buildings of the airport situated 2.5 miles SSW of Matruh Point.

The entrance channel is indicated by range beacons.

Caution.—It is reported that extensive commercial development and construction are on going in the harbor. The new facilities are to consist of 1,000m of total quayage with a depth of 9m alongside. The entrance channel is to be dredged to a depth of 9m and vessels up to 8,000 dwt and 8m draft are to be accommodated alongside.

2.5 Ras Alam ar Rum (31°22'N., 27°14'E.), a promontory, is the termination of a spur, 41m high, which projects from the apex of two ranges of hills. A main light with a racon is shown from the point.

Khalij Abu Hasha' ifah (31°16'N., 27°35'E.), a large bay, lies between Ras Alam ar Rum and Ras al Hikmah, 27 miles ESE. It is indented by several sandy inlets and backed by hills which stand 5 miles inland. Reefs extend up to 8 miles SSE of Ras Alam ar Rum and lie up to 3 miles offshore.

Marsa Al Fallih, a cove, is entered 1 mile SSE of Ras Alam ar Rum and can be identified by several conspicuous salt stacks close N of it. A pier extends 75m SSW from the N entrance point of this cove. A beacon, from which a light is occasionally shown, marks the N end of a rocky shoal that extends about 100m SE from the head of the pier. Another beacon stands in the cove about 100m W of the extremity of the rocky shoal.

Ras Abu Hasha' ifah, a white bluff headland, is located 17.5 miles SE of Ras Alam ar Rum and is marked by a small cairn. This headland is fronted by shoals and Jazirat Abu Hasha' ifah, an island surrounded by a reef, lies 0.3 mile SE of it. Anchorage, sheltered from NW and W winds, can be obtained in a depth of 11m, sand and rock, about 0.2 mile S of the E end of this island, but the holding ground is poor. Local knowledge is required.

Marsa Baqqush, located 1.6 miles SE of Ras Abu Hasha' ifah, is a small inlet which forms a natural harbor. It is suitable for small craft with local knowledge. Hashafat el Najithhe, the E entrance point of this shallow harbor, is a large black rock which appears conspicuous against the sandhills behind it. This rock is connected to the mainland by a narrow neck. The harbor, which lies within a line of rocks extending W from Hashafat el Nagith, can be entered by three narrow passages, the E one of which has a depth of 5.5m. There are depths of 1 to 5m in the inlet.

2.6 Khalij al Hikmah (31°09'N., 28°00'E.), a gulf, is entered between Ras al Hikmah and Ras ad Dab'ah, 32 miles ESE. A remarkable gap in the land lies close within Ras al Hikmah, and from a distance this point appears as an island. A mooring buoy is situated about 3.5 miles SSE of Ras al Hikmah.

Caution.—A prohibited area, best seen on the chart, surrounds Ras al Hikmah.

The shores of the gulf are fronted by numerous small islets, rocks, reefs, and shoals which extend up to 1.5 miles offshore in places. Along the middle part of this gulf, a line of conspicuous black cliffs, 4 miles long, is backed by prominent hills.

Ras ad Dab'ah is surmounted by a coast guard watch tower and a reef, which lies up to 0.5 mile offshore, extends 3.5 miles W of it.

Khalij al 'Arab (Arabs Gulf) (31°00'N., 29°00'E.), a large gulf, lies between Ras ad Dab'ah and Al Iskandariyah, 75 miles E.

Unless approaching the oil terminals, vessels should not proceed into depths of less than 50m as many reefs and shoals, which may best be seen on the chart, extend seaward up to 5 miles from the shores of this gulf. In addition, it is also reported that a strong current sets into this gulf.

Ras Jubaysah (Gibeisa), located 18 miles ESE of Ras ad Dab'ah, is surmounted by a coast guard station. The small mosque of Sidi 'Abel ar Rahman, situated 1.7 miles SW of Ras Jubaysah, is the only conspicuous landmark situated in this part of the gulf.

The SE shore of the gulf consists of a sandy beach backed by low hills which stand close inland.

El Hamra (El Alamein) Oil Terminal **(30°59'N., 28°52'E.)**

World Port Index No. 45175

2.7 El Hamra (El Alamein) Oil Terminal lies in the SW part of Khalij al 'Arab in the vicinity of Ras ash Shaiq, a point located 4 miles SE of Ras Jubaysah.

Winds—Weather.—The prevailing winds are from the W, NW, and N. During the windiest months, February and July, the maximum velocity of the wind is 24 knots, except during local wind storms. In the least windy months, May and October, the winds rarely exceed a velocity of 19 knots. Waves, the direction of which is directly related to the wind, do not usually exceed 2.4m in height at the terminal.

Depths—Limitations.—The offshore berth consists of a SBM (Mono-Buoy) moored 2.5 miles NE of Ras ash Shaqiq in a depth of 20.1m. Two submarine pipelines extend SW from the berth to the shore. Tankers up to 100,000 dwt and 19.6m draft can be handled.

Aspect.—A main light is shown from a structure, 15m high, standing on Ras ash Shaqiq. A racon and a radiobeacon are situated at the light.

A radio mast stands 1.2 miles S of the light and several oil tanks and the terminal administrative offices are situated close to it.

War memorials (monuments) stand 3 miles SSE and 4.5 miles SE of Ras ash Shaqiq and are prominent.

Pilotage.—Pilotage is compulsory. Pilots, or mooring masters, can be contacted by VHF and will board about 2 miles NE of the berth. Vessels should, if possible, send an ETA 72, 48, 24, and 12 hours prior to arrival via Alexandria Radio.

Anchorage.—Vessels can obtain anchorage in a depth of 22m, good holding ground, about 1 mile E of the offshore berth.

Caution.—An anchorage prohibited area lies in the vicinity of the offshore berth and may best be seen on the chart.

Dangerous wrecks are reported to lie about 1.5 miles E and 1.7 miles NW of the offshore berth.

Gibeisa Reef, shallow and rocky, lies 1.3 miles NNW of Ras ash Shaqiq.

Sidi Kerir Oil Terminal (31°06'N., 29°37'E.)

World Port Index No. 45172

2.8 Sidi Kerir Oil Terminal, with six offshore berths, lies in the NE part of Khalij al 'Arab, 9 miles SW of Al Iskandariyah (Alexandria).

Tides—Currents.—The tidal range is small, being only about 0.5m at springs. The tidal currents set W and E, parallel with the coast, at rates up to 0.5 knot.

Depths—Limitations.—The terminal consists of six SBM berths which lie up to 4.4 miles from the shore and are connected to the tank farm by submarine pipelines.

Three SBMs can accommodate tankers up to 150,000 dwt, with a maximum draft of 16m. Three SBMs can accommodate tankers up to 500,000 dwt, with a maximum draft of 22.9m.

Aspect.—A large tank farm situated at the terminal is conspicuous and a prominent radio mast stands near it. A water tower stands 3.7 miles SW of the tank farm and a prominent radio mast is reported to stand about 10.3 miles SW of it. A conspicuous pylon stands 4 miles ENE of the tank farm. A former Roman light structure stands on a low hill, 10 miles SW of the tank farm.

Pilotage.—Pilotage is compulsory. Pilots, who acts as mooring masters, may be contacted by VHF and embark by launch (24 hours) or helicopter (daylight hours only) about 2 miles N of offshore berth No. 1.

Vessels should send an ETA 72, 48, and 24 hours before arrival, with amendments of more than 6 hours, via Alexandria Radio. The initial message should contain the following:

1. Vessel name and call sign.
2. Summer dwt.
3. Summer draft.

4. Cargo requirements.

5. Loading rate.

6. Last port of call

Vessels should contact the terminal 6 hours before arrival on VHF channel 78 or 3, if available, or on VHF channel 16. Vessels should maintain a listening watch on VHF channel 78 during loading operations.

Anchorage.—A designated Anchoring/Waiting Area, with depths of 35 to 40m, is situated about 2.5 miles W of the offshore berths.

Caution.—A prohibited area extends up to about 1 mile from the shore in the vicinity of the terminal and may best be seen on the chart.

Al Iskandariyah (Alexandria) (31°10'N., 29°50'E.)

World Port Index No. 45165

2.9 The port of Al Iskandariyah (Alexandria) is one of the principal ports in the Mediterranean and extends up to 7 miles along the low shore. It comprises of El Dikheila harbor, at the SW side; Al Iskandariyah harbor, in the middle; and Eastern harbor, at the NE side. The inner approaches to the main commercial harbors lie between Tabiyet el Abbasiya and Ras el Tin, and are encumbered by a line of reefs and shallows about 1 mile wide, through which four entrance channels pass. There is a dangerous wreck 5.5 miles WSW of Ras el Tin Light.

Winds—Weather.—There are two well-defined seasons with transitional periods in between. Winter months are cloudy with mild temperatures and most of the annual rainfall. It is not unusual for port operations to be halted during the winter because of bad weather. Summer months are clear with little rainfall, high humidity, and temperatures from 20 to 30 C.

Tides—Currents.—There is little or no current within the harbor, but it is reported that strong NW winds cause a N set across the entrance to Al Iskandariyah harbor.

During strong W winds, the water level in the harbor may be raised by as much as 0.5m. Fresh N winds sometimes raise a short sea within the outer harbor, which, although not dangerous to vessels at anchor, may halt lighterage operations.

Depths—Limitations.—El Dikheila harbor, a large basin, is protected to the N by a breakwater which extends 0.8 mile NE. It is entered through El Dikheila Pass, which is 250m wide and is reported to have a least depth of 20m on the range.

A mineral pier, 750m long, extends from the S shore of this harbor. It has two berths, each 315m long, with depths of 16 to 20m alongside. Vessels up to 165,000 dwt and 19m draft can be handled.

A jetty, with 780m of berthage and a depth of 14m alongside, is located 0.5 mile W of the mineral pier.

A container jetty is located 0.2 mile further W. The S side of the jetty has 500m of berthing space, with an alongside depth of 14m; the N side of the jetty has 240m of berthing space, with an alongside depth of 12m. Work is in progress to extend the container jetty to the WSW.

A fairway channel, 150 to 210m wide, extends WSW from El Dikheila Pass, the main entrance channel. It leads to an extensive commercial complex and has a dredged depth of

14m. This complex includes two container berths, each 500m long, with depths of 12 to 14m alongside; two ro-ro berths, each 50m long, with a depth of 12m alongside; and 1,620m of total berthage for general and bulk cargos, with depths of 12 to 15m alongside. Vessels up to 13m draft can be accommodated at this complex.

Al Iskandariyah harbor is protected from the N by a breakwater which extends 0.7 mile SW and then 1.3 miles SSW from Ras el Tin.

El Bughaz el Kabir (Great Pass) is the principal channel leading into Al Iskandariyah harbor. It is used by all deep-draft vessels and is the only available channel at night. It is reported the fairway is 180m wide, with a dredged depth of 13.7m (1994).

El Bughaz (Bug haz Pass), which is only used during the day, is 91m wide and has a least depth of 9.1m. This secondary channel is suitable for vessels with drafts up to 7m, but is impracticable when there is a heavy sea or swell. A considerable cross current, apparently caused by the prevailing wind, has frequently been experienced in this channel.

Corvette Pass (Abu Baker Strait), the NE entrance channel, is only used by small vessels with local knowledge and has a least depth of 5.8m.

Within Al Iskandariyah harbor, a dredged channel leads from the outer basin to the inner basin and has a least depth of 13.5m. A naval base is situated along the N side of the harbor.

The harbor has 10,500m of total commercial quayage with depths of 5 to 14m alongside. This includes 65 operational berths with facilities for general cargo, bulk, passenger, ro-ro, and timber vessels. Vessels up to 9.8m draft can be handled.

A petroleum and natural gas basin lies on the SE side of the entrance to the outer basin of Al Iskandariyah harbor and has five berths with depths up to 11.6m alongside. Tankers up to 213m in length and 10.7m draft, and gas vessels up to 122m in length and 8.5m draft can be handled.

A butane terminal, accessible to butane tankers up to 3,000 dwt and 7.3m draft, is situated 1.2 miles WSW of El Mex High Light.

An offshore oil berth is situated to the W of the main harbors and can handle tankers up to 50,000 dwt and 13.7m draft. It consists of an SBM which is moored 2.4 miles WSW of Tabiyet el Abbasiya and is connected to the shore by a submarine pipeline.

Eastern harbor, at the NE end of the port, is protected by breakwaters and fronted by shoals. A fort stands at the root of the N breakwater. It is only used by small craft and fishing boats with local knowledge.

Aspect.—Tabiyet el Abbasiya, at the SW end of the port, is surmounted by a tower. A main light is shown from a structure standing 0.5 mile NE of Tabiyet el Abbasiya. A racon is situated at this light.

A main light is shown from a prominent tower standing on Ras at Tin (31°12'N., 29°52'E.) at the NE end of the port. A racon is also situated at this light. A conspicuous radio mast, 100m high, stands about 0.3 mile NE of the light.

Prominent landmarks in the W part of the port are a minaret, 0.6 mile SE of Mineral Jetty, and an aeronautical light, about 0.6 mile S of the head of the same jetty.

Great Pass Beacon Light is shown from a structure, 21m high, standing on the SW side of Great Pass, 1.8 miles NE of Tabiyet el Abbasiya.

Great Pass Low Light is shown from a tower, 20m high, standing near the shore, 2 miles SE Great Pass Beacon Light. A radio beacon is situated at this light. A disused light structure is situated 0.2 mile NE of this light.

El Meks (El-Maks) High Light is shown from a tower standing 0.4 mile SE of Great Pass Low Light.

The entrance channels leading through the line of reefs are marked by lighted buoys and beacons. The center and sides of the channel fairways are indicated by lighted ranges and beacon ranges and may best be seen on the chart.

An outer approach lighted buoy is moored about 12 miles NW of Great Pass Beacon Light.

Pilotage.—Pilotage is compulsory for sailing vessels over 100 tons and motor vessels over 150 tons. Pilots can be contacted by VHF and sea pilots will board about 1 mile NW of Great Pass Beacon Light. Harbor pilots will generally board at the outer entrances of the harbor entrance channels.

All vessels proceeding to the port must identify themselves and advise the pilot station of their arrival before anchoring.

It has been reported that pilotage is compulsory for all vessels over 300 gross tons. It has also been reported that the pilot boards 1.75 miles NE of El Agami Islet; in heavy weather the pilot boat remains inside the harbor entrance.

Regulations.—All vessels must proceed to the vicinity of the port by the designated approach sector which may best be seen on the chart.

The following are extracts from the port traffic regulations and apply to El Bughaz el Kebir (Great Pass) and El Bughaz (Boghaz Pass):

1. Only one vessel at a time is permitted to enter the same channel.
2. Vessels departing have priority over those entering.
3. Vessels not intending to enter the port should not approach the channels except under unavoidable circumstances.

Anchorage.—There is an outer designated Anchoring/Waiting Area which is best be seen on the chart⁴

The outer part of Al Iskandariyah harbor provides Anchoring/Waiting Areas with several protected free swinging berths in depths of 6 to 17m. There are also numerous mooring buoys situated in depths of 6 to 12m.

Caution.—The depths decrease rapidly towards the coast and vessels should not approach within a depth of less than 35m unless proceeding to one of the entrance channels.

A prohibited area, which may best be seen on the chart, extends up to 5 miles NW of Al Iskandariyah harbor. Vessels bound to and from Port Said may pass through this area, keeping strictly to the recommended track.

Several anchorage prohibited areas, which may best be seen on the chart, are situated in the vicinity of the Al Iskandariyah harbor channel.

Buoys marking the entrance channels are liable to be moved without prior warning.

An anchorage prohibited area, which may best be seen on the chart, lies in the vicinity of a wreck 2 miles NNW of Great Pass Beacon Light.

Several spoil ground areas lie in the approaches to the port and may best be seen on the chart.

A prohibited area, which may best be seen on the chart, fronts the naval base on the N side of Al Iskandariyah harbor.

The Port Authority must be consulted for the latest information on depths in the port and channels.

Al Iskandariyah to the River Nile

2.10 Burg Fort (Abu Qir) (31°20'N., 30°04'E.), which is conspicuous, is situated 11 miles NE of the E harbor at Al Iskandariyah. The coast between is fronted by small islets, rocks, and shoals which extend up to 1.3 miles offshore in places.

The extensive suburbs of Al Iskandariyah extend along the coast of the Ras at Tin peninsula for nearly 7 miles. Qasr el Safa (Ramleh Palace), a conspicuous building with a pointed cupola, is situated 4.3 miles NE of the root of the E breakwater of Eastern harbor. A prominent radio mast, 103m high, and a conspicuous minaret, 44m high, stand 0.5 mile SSE and 0.7 mile NE, respectively, of Qasr el Safa.

El Muntaza Palace, a large red building with a tower, is situated 3 miles NE of Qasr el Safa and a prominent water tower stands 0.3 mile S of it.

Caution.—Due to the existence of submarine cables, an anchoring prohibited area, which may best be seen on the chart, fronts the coast between Eastern harbor and Burg Fort and extends up to 10 miles seaward.

A prohibited area, extending up to 3 miles off the coast between Tabiyet el-Burg and a point on the coast 7.5 miles SW, can best be seen on the chart.

Between Al Iskandariyah and Bur Sa'id, numerous unmarked wellheads, some projecting up to 6m above the sea floor, exist between the 200m curve and the coast. Considerable oil and gas exploration activity may be encountered in this area.

Khalij Abu Qir (31°20'N., 30°10'E.), a bay, lies between Burg Fort and Masabb Rashid (Rass Umm El Nabayil), 17 miles NE. A number of forts, all disused, are situated along the shores of the bay which are very low and sandy. Abu Qir, a summer resort, is situated on the W shore of the bay close SW of Burg Fort and a conspicuous minaret stands in this village. A small harbor fronts the village and is mainly for military use. A recommended track, which may best be seen on the chart, passes W of Gaziret Dusuqi and leads SSW and SW to the harbor entrance.

A conspicuous water tower stands on columns at Fort Rami, 0.8 mile SSE of Abu Qir. A sea wall extends along the coast from Fort Rami to Fort El Hamra, 5 miles SE. Fort El Hamra, situated at the head of the bay, is conspicuous with two towers and a building, 15m high, standing on it.

Gaziret Dusuqi (Nelson Island) (31°21'N., 30°06'E.), 9m high, lies 2.5 miles NE of Burg Fort. This islet is surrounded by foul ground and lies amongst numerous reefs and rocks which break and encumber the SW part of the bay. A light is shown from a structure, 3m high, standing on the islet. A racon is situated at the light.

El Dahl el Akhdar, a shoal patch with a depth of 15.2m, lies about 12.4 miles N of Gaziret Dusuqi.

Dibt Kawaly, a shoal with a least depth of 6.4m, lies in the middle of the bay, 7.1 miles ENE of Gaziret Dusuqi.

Dangerous wrecks lie about 1.6 miles and 4.7 miles NE of Gaziret Dusuqi and 1.8 miles W of Dibt Kawaly.

Caution.—Several mooring buoys are situated to the N of the recommended coastal track in the vicinity of Khalij Abu Qir.

El Maaddiya (31°16'N., 30°09'E.), a small port, lies 5.7 miles SE of Burg Fort. The harbor, which is protected by breakwaters, contains two berths, each 250m long, which can accommodate vessels up to 4.5m draft. The port is approached through an access channel, 100m wide, which is marked by buoys and indicated by a lighted range. A flare is situated close E of the harbor. Pilotage is compulsory. Pilots may be contacted by VHF and board in a Anchoring/Waiting Area centered 2 miles ESE of Gaziret Dusuqi. Pilots for the ammonia terminal are also provided here.

An offshore ammonia terminal, consisting of several mooring buoys, lies 3.5 miles N of the harbor. A submarine pipeline extends SW from the berth to the S shore of the bay. Pilotage is compulsory and vessels up to 7.5m draft can be handled.

Caution.—Abu Qir Bay Gas Field occupies the central area of Khalij Abu Qir and consists of numerous platforms, wellheads, and submarine pipelines which may best be seen on the chart. The outermost platform is reported to be situated 13.5 miles N of Gaziret Dusuqi.

River Nile

2.11 The River Nile, at a position a few miles N of Cairo, divides into two main streams which enter the Mediterranean Sea via Masabb Rashid (Rass Umm El Nabayil) and Masabb Dumyat. The area enclosed between the two branches is the present delta of the River Nile. Considerable erosion of this delta coast has taken place in recent years.

The annual rise of the River Nile commences at Aswan about the middle of June. It continues for about two months and then gradually subsides. During this period, the river rises from 4 to 8m and carries a large amount of sand and mud which discolors the sea for many miles. Sometimes this discoloration assumes the appearance of a shoal. The general E setting current dissipates this alluvial matter and it forms banks and shoals along the coast to the E of the mouths. Access to the river by either mouth is usually prevented from April to August by the formation of mud banks.

Masabb Rashid (Rass Umm El Nabayil) (31°30'N., 30°20'E.), at the NE side of Khalij Abu, is 0.2 to 0.5 mile wide and nearly barred by extensive sandbanks which extend up to about 1.3 miles seaward. These banks vary their formation and position in accordance with the state of the river and the prevailing weather conditions. A very narrow channel, with a depth of 2m, leads between these banks, but its position is subject to constant change. Inside the bar, the depths increase rapidly to between 3m and 6m and these depths are maintained for many miles. Local craft are brought into the river by a local pilot who sounds out the channel shortly before their arrival.

A main light (Rosetta) is shown from a structure standing on the E bank, 4.5 miles SE of the entrance. A racon and a radiobeacon are situated at the light.

Two disused forts, one on each side of the channel, stand 1 mile within the river mouth. A minaret, 19m high, stands on the E bank 2.2 miles W of the light, and a disused fort is situated close S of it, on the opposite bank. Two minarets, 36m and 46m high, stand in the town of Rashid (Rosetta), which is situated 2.5 miles S of the light.

Dangerous wrecks lie about 4.5 miles and 7 miles NW of the river mouth.

Between Masabb Rashid and Masabb Dumyat, the bottom close off the coast is formed of dark and heavy sand. It is quite different from that lying W of Khalij Abu Qir, which is of a light color and formed by coral and shells.

Caution.—During the summer, a large sardine fishing fleet may be encountered off Masabb Rahid.

Cape Burullus (Brulos) (31°35'N., 30°59'E.), located nearly midway between the entrances of the two branches of the River Nile, is the E entrance point of a small outlet from the extensive Buhayrat al Burullus (Lake Burullus). A conspicuous water tower stands on this cape.

The coast to the W of the cape is low and sandy while that to the E consists of low sandhills. The outlet is navigable by shallow fishing craft with local knowledge.

A main light (El Burullus) is shown from a structure standing 5.5 miles E of the cape. A racon and a radiobeacon are situated at the light.

A large hotel and several buildings are situated in the vicinity of the light.

Several forts are situated along the coast to the E of the cape. They are mostly in ruins and have the appearance of sand mounds.

Damietta (31°28'N., 31°45'E.)

World Port Index No. 45151

2.12 Damietta, lying 5 miles W of Massab Dumyat, is a deep-water port which is connected to the River Nile by a barge canal with a dredged depth of 5m.

Depths—Limitations.—The entrance channel, which is entered 6 miles NNE of the breakwaters, is 250 to 300m wide and is dredged to a depth of 15m. The harbor has fourteen main commercial berths. Four container berths, each 250m long, have a depth of 14.5m alongside; two bulk berths, each 300m long, have a depth of 14.5m alongside; and eight general cargo berths, each 200m long, have a depth of 12m alongside. In addition, there are two ro-ro berths and 700m of quayage with a depth of 4.5m alongside.

Bulk vessels up to 80,000 dwt, 250m in length, and 12.8m draft can be accommodated. General cargo vessels are limited to 11m draft.

Aspect.—The harbor is protected by two breakwaters. A prominent silo also stands on the E side of the harbor basin. The entrance channel is marked by lighted buoys and indicated by a lighted range which may best be seen on the chart.

Pilotage.—Pilotage is compulsory. Vessels should send an ETA to the port authority 7 days and 24 hours in advance.

Vessels should then contact the pilot station on VHF when within 6 or 7 miles of the breakwaters. Pilots will generally board in the vicinity of the waiting area, about 6.5 miles N of the harbor entrance.

Anchorage.—A designated Anchoring/Waiting Area which is best be seen on the chart, has depths of 15 to 16m and is marked by a lighted buoy.

Caution.—Damietta Banks, with depths of 4 to 8m, lie on the W side of the entrance channel and extend up to 8.5 miles offshore.

A fishing prohibited area, which may best be seen on the chart, lies in the vicinity of the port and extends up to 10 miles offshore.

Masabb Dumyat (Damietta Mouth) (31°32'N., 31°51'E.), the entrance of the E branch of the Nile, lies between Ras al Barr and Kawa (Kara) Burun, 1 mile NE. Ras al Barr is the termination of a low sandspit which forms the W bank of the river. The mouth is nearly filled by a sandbank which is partly awash. A very narrow channel, with a greatest depth of 2.4m over a shifting bar, lies about 0.5 mile NE of Ras al Barr. Another channel, with a greatest depth of 1.2m over a shifting bar, lies close off Kawa Burun. Following heavy gales, these channels are subject to changes in depth and position, so passage should not be attempted, even in boats, without the aid of a local pilot. A heavy surf usually breaks on the sandbank and landing is frequently stopped for up to several days. The river deepens considerably within the bar and has a depth of 6.4m up to 1.5 miles above the mouth. The period of HW is from August to November.

Domiat (Damieatta) (31°25'N., 31°49'E.), a large town, is situated on the E bank of this branch, 7.5 miles above the mouth. The town is fronted by two quays and four wooden piers. Several minarets, chimneys, and water towers stand in the town and may be seen from seaward over the trees.

A main light is shown from a prominent structure standing on the E side of the entrance. A radiobeacon and a racon are situated at the light.

This light structure is visible from seaward before the land is sighted. The ruins of a fort, having the appearance of a flat-topped sand mound, stand 0.2 mile SSW of the light and a water tower is situated close S of them. Another fort, with conspicuous yellow walls, stands 0.6 mile S of the water tower. A prominent tower stands on the E bank of the river, 3.5 miles S of Ras al Barr.

The current in this vicinity is uncertain, but generally sets E at 0.5 to 1 knot. It is greatly influenced by strong winds. Within about 100m of the shore, a strong current is reported to set W and make landing hazardous.

Local vessels, which cannot cross the bar, often anchor NW of it in a depth of 7m. During W winds, small vessels can find shelter under the lee of Kawa Burun.

Caution.—Depths of less than 11m extend up to 3.5 miles N and 5.5 miles NE of the mouth of Masabb Dumyat.

A fishing prohibited area, which may best be seen on the chart, lies in the vicinity of Masabb Dumyat and extends up to 10 miles from the coast.

2.13 Bight of Diba (31°25'N., 32°05'E.) lies between Masabb Dumyat and Bur Sa'id, 29 miles SE. The shore of this

bight is formed by a strip of very low sand which separates Buhayrat al Manzalah (Lake Manzala) from the sea.

The ruins of a fort, which appear as a flat sand mound, stand on the coast, 16 miles SE of Masabb Dumyat. These ruins mark the ancient Mendesian mouth of the River Nile which is now closed. Another fort, which also has the appearance of a sand mound, stands on the NW side of the entrance to Buhayrat al Manzalah, 7.5 miles farther SE. A beacon is situated near this fort and three conspicuous beacons stand between the fort and the entrance of Bur Sa'id, 6.5 miles ESE.

Off this part of the coast, the current generally sets SE at 0.5 to 1 knot, but is greatly influenced by strong winds. When the mud bank, which is constructed across the river at Dumyat in February or March, is cut in August to release the flood water, the velocity of the current may be slightly increased within 10 miles of the coast. The flow from the river is greatest in September or October, after which it diminishes, becoming small in December. The limit of the outflow of the river is clearly marked by the muddy appearance of the water. This limit varies considerably, but in the past, was not observed at more than 12 miles offshore.

Caution.—A prohibited area, which may best be seen on the chart, fronts the entrance to Buhayrat al Manzalah and extends up to 1.5 miles from the shore.

An anchoring and fishing prohibited area, which may best be seen on the chart, fronts the Bight of Diba and extends up to 11 miles seaward in places.

A wreck, with a depth of 12m, is reported to lie about 15.7 miles NE of Masabb Dumyat.

Bur Sa'id (Port Said) (31°16'N., 32°18'E.)

World Port Index No. 45140

2.14 Bur Sa'id (Port Said), a principal port, lies at the entrance to Qanat el Suweis (Suez Canal). It is protected by breakwaters and consists of several basins which lie along the main waterway. The city of Bur Sa'id is situated on the W side of the harbor and the large suburb of Bur Fu'ad (Port Fouad), which includes a free zone, is situated on the E side.

All vessels entering and leaving the canal pass through Bur Sa'id. Shallow-draft vessels enter through the main harbor and deep-draft vessels enter and all vessels leave through Bur Sa'id By-Pass, which lies 2.5 miles E of the city.

Tides—Currents.—In the approaches to Bur Sa'id, the current is variable and affected by the wind. With prolonged NW or N winds, especially in summer, the current is SSE, at rates of 0.5 to 1.5 knots.

A severe and sudden set has been reported in the vicinity of Buoy Hm60 and Buoy Hm80 in the Bur Sa'id Bypass Approach Channel.

Depths—Limitations.—The W breakwater extends 3.3 miles NE from the W side of the harbor entrance with about 1.2 miles of its seaward end submerged. The E breakwater extends 0.7 mile miles N from the E side of the harbor entrance.

The W approach channel, about 3.7 miles long, leads SW to the harbor entrance and is reported to maintained a dredged depth of 16.5m. The harbor entrance channel is dredged to a maintained depth of 15.5m.

Numerous mooring buoy berths line the sides of the main waterway within the harbor. There is 1,980m of total commercial quayside in the port with depths of 5 to 14m alongside. There are facilities for general cargo, ro-ro, container, tanker, passenger, and bulk vessels. Vessels up to 292m in length and 11.5m draft have been accommodated.

The E approach channel, which leads SSW to the Bur Sa'id By-Pass entrance, is dredged to a maintained depth of 21.5m.

It is reported that the least depth in the canal passage is 19.5m and vessels up to 17.07m draft and 70.1m beam can be accepted with no restriction upon length. Vessels of 155,000 dwt, fully laden; 250,000 dwt, partially laden; and 555,000 dwt, in ballast, have completed the passage.

The maximum dimensions vary from vessel to vessel as the Suez Canal Authority accepts vessels based on a beam and draft ratio table. For more information see Pub. 172, Sailing Directions (Enroute) Red Sea and The Persian Gulf.

Aspect.—The coast in the vicinity of Bur Sa'id is unusually low. A main light (El Bahar) is shown from a tower standing 2.2 miles WSW of the head of the E breakwater. A racon and a radiobeacon are situated at the light.

A pilot tower, marked by a light, stands in the approaches between the two channels, 2.1 miles NE of the head of the E breakwater. A racon is situated at this tower.

The green tiled dome, 37m high, of the Suez Canal Authority's Office is conspicuous and is situated on the W side of the harbor, 1.5 miles SW of the head of the E breakwater. A disused light structure stands 0.5 mile NE of the dome and a prominent church tower is situated 0.6 mile N of the dome.

The approach channel is marked by lighted buoys and is indicated by a lighted range which may best be seen on the chart. An outer approach lighted buoy is moored about 3.3 miles NNW of the pilot tower. A route, marked by lighted buoys, leads SSE from the vicinity of the outer lighted buoy to the entrance of the approach channel.

The approach channel leading to Bur Sa'id By-Pass is marked by lighted buoys and its seaward entrance lies 7.4 miles NNE of the pilot tower.

Pilotage.—Pilotage is compulsory for all vessels entering, leaving, or moving within the canal waters or the port. Pilots can be contacted by VHF and board large vessels in the North Anchorage areas. Other vessels are boarded in the vicinity of the Bur Sa'id channel outer lighted buoy.

The harbor pilots embark close inside the head of the W breakwater.

Vessels intending to transit the canal should contact Ismailia Traffic Control (SUQ) on VHF when 15 miles from the Bur Sa'id By-Pass outer approach lighted buoy. Within the canal, radio communication is usually carried out on UHF which is provided by the pilot.

Traffic surveillance of the canal and port approaches is maintained by radar from Ismailia.

See General Remarks at the beginning of this sector.

Regulations.—Regulations for navigation in the Suez Canal and the ports within the canal are contained in the Rules of Navigation which are issued by the Suez Canal Authority. Extracts from these regulations are listed in Pub. 172, Sailing Directions (Enroute) Red Sea and The Persian Gulf.

Vessels transiting the canal are required to have three copies of the following documents on board:

1. Suez Canal Special Tonnage Certificate.
2. Registered Tonnage Certificate.
3. Capacity Plan.
4. General Arrangement Plan.
5. Engine Room Plan.
6. Load Line Certificate.

These documents are required to be handed to the authorities. In the event the above documents are not on board, it is advised that they be forwarded to the agents concerned ahead of time in order to avoid a delay.

Every vessel transiting the canal must carry projectors (searchlights) in accordance with the specifications required by the Canal Authority.

The draft and load line marks are required to be clearly visible on both sides of the vessel, fore, aft, and midships.

Signals.—When entering Bur Sa'id or Bur Sa'id Bypass, vessels carrying dangerous cargoes must display the appropriate signals, as follows:

Day	Night	Cargo
Black ball over Flag B	White light over two red lights	Explosives, non gas-free tank vessels, LPG, LNG, or chemicals in bulk
Black ball over Flag B over black ball	Three vertical red lights	Petroleum in bulk (flash point below 23 C)
Flag B over black ball	Two red lights over one white light	Petroleum in bulk (flash point between 23 C and 48 C)
Flag B over black ball	Four vertical red lights	Petroleum in bulk (flash point between 23 C and 48 C)

The following signals are shown by vessels maneuvering in Bur Sa'id harbor. A vessel showing one of these signals should not be passed or overtaken. When the maneuver has been completed, the signal must be hauled down or extinguished.

Day	Night	Meaning
Flag G	White light over red light	I am maneuvering to get underway to proceed to sea
PT1	White light over red light	I am maneuvering to get underway to proceed to sea
PT2	Two vertical white lights	I am making fast

Anchorage.—The South Anchorage area which is best seen on the chart contains fifteen berths, each with a radius of 500m, which can be used by vessels with drafts up to 11.9m.

The Inner North Anchorage area which is best seen on the chart contains eight berths, each with a radius of 750m, which can be used by large vessels with drafts of 11.9m and over.

The Outer North Anchorage area, which is best seen on the chart, can be used by deep-draft vessels waiting to enter the canal with drafts over 12.8m.

A cargo transshipment area, which is best seen on the chart, can be used by vessels with drafts less than 18.3m.

A second cargo transshipment area, which is best seen on the chart, can be used by vessels with drafts of 18.3m or more.

Vessels from sea should, if practicable, avoid entering the Bur Sa'id (Port Said) anchorage areas between 0100 and 0500 when vessels within these areas are leaving to form convoys for entering the canal.

Caution.—Several wrecks, some dangerous, lie in the approaches to the port and may best be seen on the chart.

A wreck, with a depth of 10.5m, lies close W of the seaward entrance to the Bur Sa'id By-Pass approach channel and is marked by a lighted buoy.

Within the harbor and the approach channels, the depths are continually changing and the local authorities should be contacted for the latest information.

Extensive dredging and widening are continuously being carried out throughout the port, the canal, and the approaches. Dredgers, floating cranes, barges, and other craft engaged in this work may be frequently encountered within the canal and its approaches. Navigational aids, particularly buoys, may be temporarily removed, relocated, or altered in shape or characteristics.

A danger area, within which navigation is prohibited, lies in the vicinity of the entrance to Bur Sa'id By-Pass. It extends up to 2.7 miles from the shore and may best be seen on the chart.

Spoil ground areas lie in the approaches to the port and canal and may best be seen on the chart.

Bur Sa'id to Tall Rafah

2.15 Khalij At Tinah (El Tina Bay) (31°10'N., 32°40'E.) lies between Bur Sa'id and Ras Burun, 40 miles E. The E shore of this bay is low with a narrow strip of sand which separates an extensive salt lake from the sea. A ruined square fort, 9m high, stands near the coast, 10.5 miles SE of Bur Sa'id. The bay is mostly shallow with depths of less than 10m lying up to about 14 miles offshore in places. Ras Burun is formed by a small and conspicuous range of sandhills up to 60m high.

A continuation of the low and narrow strip of sand, which separates the salt lake from the sea, extends 38 miles ESE from Ras Burun to Al 'Arish.

Al 'Arish (31°08'N., 33°48'E.), a small town, stands on low ground on the banks of the Wadi al 'Arish. It is situated amongst palm trees and sand dunes 1 mile inland. Numerous buildings are visible from seaward and the minaret of the mosque is conspicuous. The port is approached by a 2 mile long access channel, which is 100m wide with a depth of 7.5m. The town has a quay 200m long, with a depth of 6.5m alongside. Pilotage is compulsory.

A prominent palm grove and a conspicuous sandhill are located 5 miles W and 8 miles SSW, respectively, of Al 'Arish.

Tall Rafah lies 24 miles ENE of Al 'Arish. The coast between consists of almost bare sand dunes, 46 to 61m high, with numerous scattered palms and bushes close inland. In

clear weather, the mountain ranges farther inland are visible from seaward.

The boundary between Egypt and Israel (Gaza Strip) is situated in the vicinity of Tall Rafah.

Caution.—The shore between Bur Sa'id and Al 'Arish is, with the exception of Ras Burun, extremely low and is fronted by several shoals. Vessels should give this stretch of coast a wide berth, especially in February and March, when dense fog is not uncommon.